

Crown Point, Indiana

I-65 Corridor Development Guidelines



THE LAKOTA GROUP

DRAFT FOR STAFF REVIEW ONLY

September 9, 2005

Photos/Graphics/Sketches/Diagrams to be inserted after 9/12/2005

CITY OF CROWN POINT

Interstate 65 Corridor Design Guidelines

INTRODUCTION

The City of Crown Point Comprehensive Plan is a future land use and development guide for the community and surrounding unincorporated areas. It provides a framework for creating quality developments, including attractive neighborhoods centered around schools, parks, and open spaces; viable, high-quality commercial districts; successful, modern business parks and office/research facilities; and an efficient transportation system. The Plan's focus is to prevent piecemeal, uncoordinated, and sub-optimal development.

The Comprehensive Plan recommends that the undeveloped Interstate 65 Corridor, located on the City's east side, be developed with a mix of office, research, hotel, light industrial, commercial, residential, park, recreation, school, and civic uses. To supplement the broader land-use framework and road network established by the Plan, the following development guidelines for the I-65 Corridor were prepared.

The purpose of the guidelines is to give further direction regarding the City's design intent for new development. These standards are intended to produce efficient, sustainable, and attractive developments of the highest quality, which are consistent with the goals and direction of the Comprehensive Plan.

The design of each development, whether it consists of one or multiple buildings, will be reviewed by City Staff and the Plan Commission for its suitability for a given site, compatibility with adjacent development, and consistency with the goal of improving the design quality of Crown Point's built environment. Along with site layout and building architecture, key aspects of the City's design review will be the evaluation of the overall visual appearance and attractiveness of roadsides, streetscapes, parks and other open spaces.

In addition to the Comprehensive Plan, Zoning Code, and Subdivision Code, these guidelines should be used by landowners, businesses, developers, planners, architects, landscape architects, and engineers as "guiding" principles for developments proposed in the I-65 Corridor. The "Corridor" refers to those properties within and adjacent to Crown Point east of Broadway, south of 101st Avenue, north of 129th Street, and west of Iowa Street.

DESIGN GOALS

The I-65 Corridor Development Guidelines provide standards for attainable, cohesive development along the eastern gateway to the City of Crown Point. New developments should be evaluated with careful consideration of architectural styles, building materials, massing, and articulation, as well as overall site and streetscape character.

More specifically, the following goals were established for these Design Guidelines.

- Encourage a coordinated development approach within the Corridor.
- Facilitate development reviews.
- Encourage high-quality design of future buildings and sites.
- Create neighborhoods with strong, unique identities.
- Encourage neighborhoods that are attractive, safe, and pedestrian-friendly.
- Promote attractive, functional transitions between uses.
- Improve wayfinding and signage throughout the area.
- Create attractive, modern business parks and office/research facilities.
- Encourage active, viable commercial districts.
- Establish an eastern gateway and “front door” identity for the City.

LAND USE

- Land uses recommended in the Comprehensive Plan for I-65 include:
 - **Office**
 - **Research**
 - **Hotel**
 - **Light Industrial (Business Park)**
 - **Commercial**
 - **Residential**
 - **Recreational**
 - **Open Space**
 - **Civic**
- Where appropriate, consideration should be given to mixing uses such as multi-family residential and civic buildings within commercial centers, including mixed-use buildings with residential units above ground floor commercial space.
- Residential neighborhoods should take into consideration the short and long-term need for schools and parks regarding population service areas, location, access, phasing, and massing. If such uses are projected as needed in the immediate area, they should be planned as main features of a residential development to promote walking and biking.
- Where appropriate, parks and civic facilities, including schools, should be clustered together to conserve land, share parking, and reduce driving trips within the community.

- Where appropriate, business uses should be located to increase opportunities for shared parking with commercial uses, residential uses, and park/recreation/civic uses.

AREA PLANNING

To promote coordination and connectivity between land uses, development sites, and buildings, an Area Plan should be submitted to the City in addition to the specific site plan that is being proposed for actual development. This Area Plan should be a simple diagram that indicates the following general features on land surrounding the development site:

- Existing Land Uses
- Recommended Land Uses (from Comprehensive Plan)
- Existing Densities
- Potential Densities (from Comprehensive Plan)
- Major Easements (existing and proposed)
- Schools and other civic/public facilities
- Parks and Open Space
- Regional/City Trails and Greenways
- Broad Floodplains and Large Wetlands
- Large Water Features (Lakes, Creeks, Ponds)
- Proposed Site Plan

INSERT SIMPLE DIAGRAM OF AREA PLAN

SITE PLANNING

Site Plan

To promote coordination and connectivity between development parcels and buildings, all potential buildings that may be developed on a non-residential development site must be shown on the site plan, even if tenants are not known at the time of the submittal. This includes outparcels that may be developed at a later date. This will allow the City to review potential building and parking massing, physical connectivity, and pedestrian access/circulation.

Expressway Buffer

- A 100-foot landscape buffer should be maintained along both sides of Interstate 65, measured from the expressway's right-of-way.
- A unified landscape theme should be developed for the expressway buffer that screens views of development and establishes an attractive green identity for Crown Point along the expressway.

- Loading, service, outdoor storage, and truck parking areas should be oriented away from I-65 where feasible or screened completely from expressway views. Tops of buildings can be visible if they are treated architecturally with a similar design as the front of a building.

Use/Site Buffers

- Attractive landscape buffers between adjoining uses and properties should be provided. Buffers should be designed to promote appropriate transition between adjacent uses.
 - *Minimize views of and noise from service/loading/storage/truck areas.*
 - *Minimize views of parking lots.*
 - *Minimize views of site and parking lighting.*
 - *Promote, where feasible, the potential to walk or ride bicycles to work, shopping.*
 - *Provide sidewalk and street connections where feasible.*

Roads/Streets

Interconnections

- Major and minor access roads should be planned based on the transportation network established in the Comprehensive Plan.
- Delaware Parkway and Mississippi Street are intended to be major north/south roads serving each side of I-65. They should be considered “front doors” and “gateways” into specific development sites. Internal street/driveway connections should be planned to establish main entry streets/driveways with distinct gateways at these roadways.
- Main entry streets/drives should be planned with open views into a site and adequate stacking room for vehicles waiting to exit or enter the site. Such access points/entry drives should not be oriented towards the backs of buildings, rear driveways or alleys.
- A traffic impact study should be provided that estimates traffic that may be generated by the development. It should include a general estimate of potential traffic to be generated in the immediate area, following the Comprehensive Plan’s projected land use and densities. The study should address area roadway improvements needed to serve the development site both in the short term and long range.
- Rights-of-way should be preserved along and within development sites to accommodate future development and projected traffic.
- Continuous sidewalks and bicycle trails should be established where feasible to connect adjacent sites and uses.

Trails/Greenways

- All roads, streets, and driveways should be planned taking into consideration the location of the trail system established in the Comprehensive Plan.
- Planning of road, street, and driveway locations, intersections, and rights-of-way should take into consideration current and future trail locations, crossings, accessibility, and visibility for motorists, bicyclists, and pedestrians.

Residential

- A simple, easy-to-understand, interconnected grid-like street system should be established to facilitate access and travel throughout residential areas. Such grid systems can include curved streets to allow for the location of parks, open spaces and natural features, as well as design interest for motorists or pedestrians traveling through a neighborhood. Cul-de-sacs, unless specific to site constraints, are discouraged.
- Streets should interconnect adjacent neighborhoods and developments where feasible, including stub streets to allow future connections.
- Street systems should be designed to balance the distribution of traffic onto a variety of streets so that no one street becomes overburdened and/or solely relied upon for large amounts of traffic.
- Transportation networks within neighborhoods should be planned to easily accommodate both pedestrians and vehicles.
- Sidewalks on both sides of streets should be provided.
- Separate, distinct pedestrians paths that connect neighborhoods to each other and to commercial and business areas should be provided. Clearly delineated crosswalks should be provided where pedestrian paths cross driveways, streets, roads and trails.
- All intersections should comply with the Americans with Disabilities Act accessibility standards, with depressed curbs and tactile warning paving at a minimum.
- At particularly wide intersections, additional pedestrian refuge areas should be considered. Curb extensions (“bump outs”) and median islands, are encouraged to minimize potential conflicts between pedestrians and vehicles.
- Streets should be designed with:
 - Pavement width of 27 feet from face of curb to face of curb.
 - Right-of-way width of 66 feet, including a minimum 5-foot sidewalk and 6-foot parkway.

- Wherever possible, on-street parking is encouraged on at least one, if not both, sides of residential streets subject to City overnight parking regulations.
- In small-lot subdivisions and multi-family developments, rear-loaded garages located on alleys should be considered to reduce the need for multiple driveways on a block and enhance its streetscape image.

Commercial

- While multiple access points around a site should be considered to facilitate traffic movement into and out of commercial sites along major roads, curb cuts should be kept to a minimum and shared with adjacent uses.
- Where feasible, parking lots should be linked between sites to reduce the need for shoppers and restaurant patrons to access area roads to travel to adjacent stores and services.
- Sidewalks, a minimum width of 10 feet, should be provided in commercial areas that provide a clear path of travel for pedestrians (i.e. no outdoor seating, landscaping, outdoor displays, building columns, shopping carts or other obstructions). Such sidewalks should be provided along all commercial building frontages including big box and grocery stores. Such sidewalks should be planned within large parking lots to break up the mass of the lots and to provide clear, direct travel paths for pedestrians traveling to/from parking areas.

Office/Hotel/Business Park

- An interconnected, easy-to-understand street system should be established to facilitate access to and within such business districts.
- Developments should be planned to minimize the distance trucks must travel from the Route 231 interchange and future interchange at 109th Street.
- Truck traffic should be oriented toward the business districts and away from residential, commercial, recreational, park, and school sites.
- Sidewalks, a minimum width of 6 feet, should be provided in business areas that provide a clear path of travel for pedestrians (i.e. no landscaping, outdoor storage, building columns or other obstructions). Such sidewalks should be provided at building entrances and within large parking lots to break up the mass of the lots and provide clear, direct travel paths for pedestrians traveling to/from parking areas.

INSERT SIMPLE DIAGRAM WITH OVERALL SITE PLAN POINTS

Building/Parking Setbacks

General

- Building setbacks should match adjacent building setbacks within a site.
- Building and parking setbacks along the arterial roads serving the I-65 corridor should be 40 feet from the right-of-way to create continuous and green edges along these roadways. These roadways are considered arterials that will serve the future growth of the corridor. Building and parking setbacks should take into account the future road and right-of-way widening needed to serve the growth projected in the Comprehensive Plan. These roadways include:
 - Route 231
 - 101st Street
 - 109th Street
 - 129th Street
 - Iowa Street
 - Broadway Street
 - Delaware Parkway
 - Mississippi Street
- Building and parking setbacks for commercial, office or business park developments adjacent to residential sites should be 40 feet from common property boundaries. Such sites include existing neighborhoods, as well as residential areas delineated in the Comprehensive Plan.

Commercial

- Commercial buildings and centers, including “big box” developments, should be planned to establish a “main street” or “town center” type shopping experience, with building “streetwalls”, interconnected streets/driveways, open glass storefronts, and pedestrian friendly sidewalks.
- Primary building entrances should be located along the primary street or driveway frontage, with secondary building entrances located behind or along a secondary street or driveway.

Building Massing

General

- New development should be designed to provide a seamless transition between differing uses and adjacent buildings through the use of common setbacks, building design elements, landscaping, and/or screening.
- Buildings should be oriented to take advantage of passive solar systems and views.

- Buildings at the end of streets/driveways, open spaces, or plazas should be designed as focal or landmark buildings with elements that enhance an area's character and frame the open space elements.

Business Park

- The office space component and main building entrances of business park buildings should be oriented toward the street or driveway. Warehouse/assembly/manufacturing space, loading docks, service areas, and storage areas should be placed toward the rear of the site, away from views along the main streets and driveways serving the site.

Office

- Offices centers should cluster buildings together where possible to promote efficient street/driveway systems, shared parking, shared open spaces, and pedestrian activity between buildings.

Commercial Centers

- Big-box retail buildings should be not be planned as isolated parcels within a development site. The site plan should incorporate such facilities with smaller retail buildings, entertainment uses, and restaurants to establish a coordinated pedestrian-oriented shopping and dining environment.
- Outlots and buildings within outlots should not be planned as isolated parcels. The location of outlots/buildings should be carefully planned to promote pedestrian connections to other uses and buildings on the site and to minimize the need to make multiple trips within a site by car.
- Where feasible, large retail buildings should feature multiple entrances to reduce walking distances from cars and facilitate pedestrian access from sidewalks. Having multiple entrances also breaks up long, blank walls and provides the opportunity to break up large parking fields and place smaller parking areas around the building.

Parking

General

- Parking ratios should encourage sufficient parking without requiring excessive spaces that increase impervious surfaces, reduce walkability, and affect the attractiveness of a development.
- Parking should be planned with the following ratios*:
 - Residential - 1.5 spaces per dwelling for multi-family
2 spaces per dwelling unit for single-family

- Commercial - 4 spaces per 1,000 square feet
 - Restaurant - 10 spaces per 1,000 square feet
 - Office - 3.3 spaces per 1,000 square feet
 - Business Park - 1 space per 1.5 employees on maximum working shift, with approximately 1 space per 1,000 square feet of building space “land banked” on the site to accommodate potential changes to a more intensive business activity
- Shared parking is encouraged between uses and activities where feasible. Shared parking serves uses with different periods of peak parking demand such as office and retail. Establishing shared parking areas maximizes the efficiency and utilization of available land and minimizes the area needed to provide parking.
 - Parking lots should be designed to be both automobile- and pedestrian-oriented.
 - Large parking areas should be broken up into smaller landscaped cells by including large landscaped islands/medians and sidewalks.
 - Direct pedestrian routes should be provided through parking areas to building entrances.
 - Main or collector driving aisles within a site should be designed in a similar fashion to a public street with curbs and plantings.
 - Automobile and pedestrian connections to adjacent properties should be planned where feasible, to reduce the need to use arterial or collector roads.
 - Parking curb cuts along the streets and driveways should be minimized and businesses and uses should be encouraged to share access points.
 - Parking area lighting should be designed to City standards and minimize impact on surrounding properties.
 - Parking areas should be designed to accommodate snow removal and storage.
 - Bicycle parking, preferably covered, should be considered and placed in safe, convenient locations.

Commercial

- No more than 60% of the parking area required for a big box building should be located in front of its main entrance façade. Parking should also be considered at the sides or rear of the building or in locations shared with other retail uses to break up

large expanses of parking. Parking areas should be distributed around large buildings to shorten the distance to main entrances and other buildings, and to reduce the overall scale of paved lots.

Loading/Service Areas

- Loading, trash, and utility areas should be enclosed and screened from street/driveway and sidewalk views. Screening materials should complement materials used on the adjacent building and be effective in every season. Decorative fencing combined with landscaping is encouraged.
- Loading, trash, and utility areas adjacent to a building should be designed as an integral component of the building. Outside storage of materials, equipment or trucks should be kept to a minimum, and in areas that are screened from views.
- Sharing of loading, trash, and utility areas among businesses should be considered for ease of maintenance, to reduce land needed for such functions, and to improve the visual quality of the site.
- Loading, trash, and utility areas should be designed to accommodate snow removal and storage.

BUILDING DESIGN

Architecture

- Architectural design should articulate and enhance buildings, especially those at street corners because of their prominence and visibility. Where appropriate, features such as a cupola, atrium, clock tower, and/or varying rooflines should be considered to add visual interest to the area. This includes buildings along the I-65 frontage, especially for developments at the expressway interchange corners, which are gateways into Crown Point.
- A range of architectural styles is encouraged. Evaluation of appearance should be based on quality of design and relationship to surrounding uses, buildings, and streetscape/landscape.

Building Facades/Exteriors

- Monotony of design in multiple building developments with repetitive units should be avoided. Variation of detail, form, and siting should be used to provide interest. Buildings of the same design or exterior elevation are discouraged on adjacent lots.
- Building entries on mixed-use buildings should be articulated to clearly define residential and retail entrances.

- Rear building entrances and facades should be designed in a manner consistent with the front and side facades, especially when parking is located behind buildings.
- Buildings with ground-level retail and office space should, whenever possible, include open, clear glass windows to allow views into building interiors and to reinforce an active shopping and business environment.
- Buildings that attempt to use the building itself as “advertising” are discouraged, particularly where the proposed architecture is a “corporate” or franchise style.
- All exposed/visible walls on freestanding parking structures, as well as on parking structures within buildings, should be screened and articulated with architectural treatment.

Residential

- In residential developments, multiple building designs/styles/models, façade treatments, and color palettes should be used to control site and building monotony. Residential developers should submit with the site plan a program that incorporates these design elements and how they will be controlled.
- Small-lot and multi-family residential developments should also be planned to avoid the dominance of garages and driveways along frontage streets.
- Multi-family residential buildings should include windows on the first floor where possible. Where windows are not possible, such as along first floor garage areas, detailed wall articulation and foundation landscaping should be incorporated to screen solid building bases and maintain an attractive pedestrian environment.

Commercial

- All buildings should be designed with common architectural elements, including: open glass storefronts; clearly defined entrances to ground and upper floors; sign bands and awnings incorporated into the design and scale of the building; upper floor windows placed in proportion to building width and height; and, cornices and parapets.
- Adjacent buildings should have component parts in good proportion with one another. Similar design linkages should include placing window lines, belt courses, and other horizontal elements in a pattern that is harmonious and reflects the same elements on neighboring buildings.
- Unarticulated, flat front, all glass, or metal, futuristic style buildings are discouraged.
- Solid, windowless walls should be avoided. If such walls are necessary to the function of the building, they should incorporate arches, piers, columns, murals, high quality graphics, landscaping and other elements that reduce building scale and add visual interest.

- At least 75% of the façade area of commercial buildings should be clear windows to allow views into the building from street level.
- Long, blank facades should not be exposed to main streets and driveways. Long facades should include architectural elements to add visual interest and “break up” the walls.
- All commercial buildings should be designed to reduce perceived height and bulk by dividing the building mass into smaller-scale components (such as the height of a wall or cornice or parapet line should match that of adjacent buildings.) Similar design linkages could include placing window lines, belt courses, and other horizontal elements in a pattern that reflects the same elements of neighboring buildings.
- Building projections, such as awnings, window bays and terraces, should be pedestrian-scale, proportional to the building facade, and proportional to adjacent structures.
- Building designs should allow subsequent tenants to easily rehabilitate the façade and visible walls in a cost-effective manner.
- Entryways into commercial buildings, including big box structures, should not be recessed more than five feet from the exterior building wall.
- Building columns should not obstruct pedestrian circulation along sidewalks. A minimum of 5 feet of unobstructed clear space should be provided if building columns are located within the 10-foot sidewalk.
- Where possible, display windows should be installed on the sides of buildings adjacent to pedestrian paths, plazas, outdoor cafes and parking lots.

Building Materials

- Buildings should be constructed of high quality materials such brick, stone, and glass.
- Tinted or reflective glass is discouraged.
- Concrete block, stucco, metal, plywood, exterior finish insulation systems, unfinished pre-cast concrete, or poured-in-place concrete should not be used on building facades or on walls that are visible from streets, driveways, sidewalks, and/or parking areas.
- If a commercial, office or multi-family residential development is to have multiple buildings, they should use common materials as part of a cohesive design theme.
- The number of materials on an exterior building face should be limited to prevent clutter and visual overload.

- Decorative block, synthetic stone, smooth/textured synthetic plaster, and wood trim should be used only for decorative accent purposes and limited in their use on building facades and visible walls.
- Wood and decorative metal should be used for fencing. Chain link fencing is not allowed. Fences should be considered an extension of building architecture and should make an attractive transition between the building mass and natural forms of a site.

Building Colors

- Building color should be compatible with the area's character and enhance the building's visual character.
- Neutral and natural colors should be used where possible, with contrasting, accent colors acceptable for secondary or accent colors.
- Primary, bright, or excessively brilliant colors are discouraged unless used sparingly for subtle trim accents.
- Color schemes should be coordinated with neighboring buildings.
- Colors for building walls and storefronts should be compatible for shops that occupy multiple-storefront buildings. The use of different colors to identify individual shops within a single structure is visually disruptive and obscures the overall composition of the facade.

Building Projections

- Building entrances should be visible from the street, well-lit, and easily accessible. Architectural elements, canopies, and/or lighting are encouraged to identify entrances, not screen them.
- Main commercial/retail entrances should be emphasized with larger door/window combinations, overhangs, slight recesses, unique roof forms, arches, accent colors, and/or architectural details.
- Building projections should be pedestrian-scale, proportional to the building façade, and relate to adjacent structures. Building projections that obscure or conceal important architectural elements are discouraged.
- Building-mounted lighting should be carefully integrated into the design/style of the building and streetscape.
- Building awning design and colors should be consistent and complementary in color and style with the overall building façade and adjacent buildings.

Mechanical Equipment

- Mechanical units, whether on rooftops or in service/loading areas, and other equipment should be consolidated if possible and screened from view.
- Mechanical units should be located to the sides or rear of the building. If the site abuts I-65, the equipment should be located to the sides of the building that do not face I-65 where feasible or screened from views.
- Equipment that would remain visible despite screening because of differences in topography, shall be completely enclosed except for vents needed for air flow.
- Screening should be at least as high as the equipment it is supposed to hide and should be of a color and material that matches or is compatible with the dominant colors and materials found on the building. Chain link fencing, with or without slats, should not be used.
- Wireless telecommunications facilities should not be located within 500 feet of I-65.

Business Signage/Addresses

- Business signage should be simple and incorporated into a building's architecture. The quality, size, placement, and look of signs should all be considered in the overall design of buildings.
- Signs should be limited to one sign per business, including "icon" signs.
- Decorative overhanging blade signs should be considered for commercial centers with the size controlled and coordinated with a building façade design. Sign brackets, hardware and lighting should be kept to a minimum and screened or incorporated into a building's design.
- Signs should be constructed of high-quality, solid, and durable materials.
- Sign colors and materials should be consistent with the colors and materials of the building and awnings.
- Business signs should be placed on the front of buildings, unless the building is on a corner or along I-65 frontage.
- Business signs should not obstruct or obscure architectural details or significant architectural elements.
- Business signs should not be placed at or above the cornice lines of buildings. They

should be placed at least 1 foot below the cornice lines.

- Sign lighting should be carefully considered in the building design. Back-lit panel signs are discouraged. If direct lighting is used, glare, brightness, visible hardware, and maintenance issues should be addressed. Strategically placed lamp fixtures that are compatible with the sign design and building architecture are encouraged for illuminated signs.
- All buildings must display address numbers. They should be easy to read and designed to complement a building's architecture.

STREETSCAPE DESIGN

- Decorative streetscape amenities, such as paving, lighting, raised planters, and entrance landscaping, should be considered for all streets and driveways within a development site.
- Coordinated streetscape designs should be initiated to create a new physical character for the Interstate 65 Corridor and promote both vehicular and pedestrian circulation.
- After the streetscape design is established for a site, all new buildings added to a site should use consistent streetscape elements.
- After the first development in the Corridor is established, streetscape design for all new developments should use consistent streetscape elements to promote a cohesive attractive "Corridor" or district identity. For example, the same or similar street lighting, pedestrian lighting, identity signage, waste cans, and benches should be used.
- Street furniture and amenities located in open spaces and along sidewalks should be harmonious with the design of adjacent buildings and other structures.
- A variety of open spaces should be included in new developments, such as parks and plazas, off- and on-street bike paths, and community gathering spaces.
- Common open spaces and parks should have playgrounds, water features, gardens, and other amenities such as benches, bicycle racks, and trash receptacles.
- In commercial areas, outdoor cafes/seating areas are encouraged to make the street more active and enhance the overall pedestrian-oriented character of a shopping environment.
- Outdoor cafes should allow at least 5 feet of sidewalk clear space to maintain proper circulation. Second-story terraces and recessed café spaces for outdoor dining are encouraged where sidewalk space is limited. Second-story terraces or recessed cafes

should be integrated into the design of restaurants when possible.

LANDSCAPE DESIGN

- Landscape treatment should be provided to enhance architectural features, strengthen vistas, and provide shade.
- The 100-foot buffer along both sides of I-65 should be designed with a natural planting and berming theme, rather than with forced or formal landscaping. Landscape design within the 100-foot buffer should be coordinated with adjacent development sites to ensure a consistent, attractive look.
- Special landscape and signage treatment should be considered for all main entrances to the City from the expressway and entrances to office centers, businesses parks, commercial areas, and neighborhoods from the arterial roads defined in the Comprehensive Plan.
- Parking/loading/service areas should be screened from I-65 with landscaping berms and fencing/walls.
- The walls on office, business park, and commercial buildings should include foundation landscaping, unless the building has active storefronts and entrances.
- Natural features of a site, including topographic patterns, that contribute to the attractiveness and interest of a development, should be preserved and enhanced.
- Interconnected open spaces should be created that accommodate the natural flow of water.
- Impervious surfaces should be limited as much as feasible.
- Regional or shared solutions to storm water management should be considered for multiple properties/developments.
- Detention/retention ponds should be designed with a natural grading and planting theme, rather than a formal engineered appearance.
- Plant material should be selected for structure, texture, color and for ultimate growth potential. Plants that are indigenous to the area and that will be hardy, harmonious to the design, and attractive (including seasonal interest) should be used.
- In locations where plants will be susceptible to injury by pedestrian or motor traffic, they should be protected by appropriate curbs, tree guards, or other device.

- Trees should be installed consistently along all sidewalks and pedestrian paths, and in parks/plazas, including in commercial centers.
- New plantings and color pockets should be added along the street where space allows and in plazas. Raised beds, moveable planters, flower boxes, and hanging baskets provide seasonal interest, enhance the pedestrian experience, and reinforce an area's character.
- Along wider sidewalks, raised landscape planters can be used to break up large paved areas, add visual interest to the street, and separate pedestrians from traffic.
- All parking lots should be designed with perimeter and island landscaping. Such plantings areas should be sufficient in size to provide visual breaks in the parking area and to allow for plant materials to grow. Sidewalks provided in parking lots to direct pedestrians to commercial frontages and storefronts should also include edge landscaping.
- Vacant lots should be maintained with sod and low-level plantings until developed with new buildings.
- In areas where general planting will not prosper, other materials, such as fences, walls, and pavers should be used. Carefully selected plants should be combined with such materials where possible.
- Where a building does not form the street edge, landscaping should be used to delineate that separation between public and private.
- Paving materials should be compatible with other on-site materials. Asphalt and concrete are acceptable, but additional materials such as tile, brick, and stamped asphalt should be considered, where appropriate.
- Specialty paving materials should be used to dress up and identify building entries, plazas, seating areas, etc.
- Paving changes through color and texture changes where walks cross auto circulation routes are encouraged to alert drivers to slow down.

CORRIDOR WAYFINDING/IDENTITY

Signage Hierarchy

Signage systems consist of a hierarchy of sign elements that, when viewed holistically, affect the image and character of an area, minimize visual clutter, and enhance area access. A signage hierarchy for the I-65 Corridor should be established that includes:

- City Identity Signage (at major Crown Point entrances/gateways)
- Development Identity Signage (at main entrances to an overall development site)
- Business Site Signage (business names/addresses not on buildings)
- Directional Signage (wayfinding to places, businesses and parking)
- Informational Kiosks (information regarding places and events)

City Identity Signage

- Decorative gateway signs should be considered for the entrances to Crown Point at the I-65 interchanges.

Development Site Identity Signage

- Gateway/entrance signs should be placed at each main entrance to identify the overall development or use of the site.

Business Site Identity Signage

- If a business or use needs a site sign to supplement building signage, then such signs should be designed as part of the area's overall sign hierarchy. They should be coordinated in size, style, color, and design with the development site signage, with limited use of corporate logos, images, icons or colors.

Directional Signage

- Directional signage should be used to direct people to park/recreation facilities, businesses, parking, and civic/institutional uses.

Informational Kiosks

- Kiosks should be placed at sites with high pedestrian traffic, such as government offices, public plazas, busy shopping areas, and park/recreation facilities.
- Such signs should direct people to areas of interest in the City, including Downtown, other shopping districts, parks, institutions, historical sites, entertainment venues, etc.

Sign Design

- All signs placed on a site, including pylon signs should be designed as part of a coordinated signage design theme regarding colors, images, and style.
- Internally illuminated, oversized, pylon, monolith rooftop, neon, rear-illuminated awnings, fabric banners are not allowed.
- Text on all signs should be simple and easy to read.
- To avoid visual clutter, redundant signage or multiple external signs should not be used.
- Signs should be constructed of high-quality, durable materials.
- Business signs should not obstruct significant architectural details or elements.
- All ground-mounted signs should be placed within planting areas that coordinated in design for the overall site, except for small directional signs that are placed on poles along streets and driveways or informational kiosks that are placed freestanding along sidewalks or plazas.
- If pylon signs are used, they should be designed to only display the development site name and major tenant/business names. To make such signs readable for motorists, and to reduce sign clutter along major Corridor roads, such signs should have consistent ,easy to read lettering, and should not advertise products or include corporate logos or colors.
- Sign design, colors and materials should be compatible with the design, colors and materials of the buildings on the site.
- Billboards are not allowed.